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DUCKS

Rysizard Witkowski

In aircraft construction there are four predominant types of planes. These are the conventional, tander, tailless, and "duch." The conventional type has been the most widely exploited. The tandem did not seem practical and was discarded. The tailless plane has reached new importance in recent models such as the De Havilland Swallow. No definite decision has been sade as to the possibilities of the duck variety. In many countries, including the USER, experiments with this type of plane are still being conducted.

The first plane of this type was that of the Wright brothers. Due to its resemblance to a wild duck in flight, it was given that name.

During World War I, nothing was done with it. Later, due to the efforts of Lippier, duck glifors were constructed, and in 1927, a duck motorized glider was built. A large duck plane, the F19a Ente, was constructed by Focke. It was used chiefly for experimenting with this general type of construction.

The duck does not have the symmetrical appearance of the conventional airplane due to the small forward wing section. The location of the engine is not optional. In the case of a single engine it has to be a pusher type, When there are two engines, they can be located on the wing.

Due to the forward wing section, the airfoil can be made smaller and the same results obtained. The duck-type plane is free from spin due to this same forward wing section.

The location of the center of gravity sheed of the wing makes the duck more suitable for freight purposes, especially when the weight is apt

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to change in flight (bombs, fuel, etc.). All of the armament in a fighter plane could be concentrated in the nose without the problem of synchronization.

The duck, however, is liable to be less sensitive in control due to the position of the rudders (at the ends of the wing) and to their smaller area. The flight of a duck, especially in inclement weather, is less stable than that of the conventional-type plane.

In the US, the Douglas and Lockheed aircraft companies patented plans for several types of these planes in 1938 and 1939. The Japanese studied this type of plane for use as a fighter. The Shimaen was developed and tested in 1945 and production begun. In the USER, the MIG, designed by Mikoyan and Curevich, is the first of a series of these planes. Other designers testing this type of plane are Bratukhin, Sikoraky, Piasecki, and Kelet.

It is believed that the duck will yet find its rightful place in the aviation world.

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